

A pink-toned illustration of a Formula II stock car race. Three cars are shown on a track, with motion blur lines trailing behind them to indicate speed. The car in the center has the number 23 on its front. The car on the right has the number 5. The car on the left has the number 7. The background shows a crowd of spectators in the stands.

SPEDEWORTH LTD.

(RACING CONTROL)

FORMULA II
STOCK CAR RACING

IPSWICH

Saturday, 21st Nov.

1964

Official Programme 9d

SPEDEWORTH LTD. proudly present

Auld Lang Syne

GALA CARNIVAL NIGHT

STOCK CAR RACING

at WIMBLEDON STADIUM

Plough Lane

SATURDAY, 28th NOV. at 7.30

**100 WORLD STAR DRIVER GRAND CARNIVAL
HOT ROD RACING**

HIGH FIRE DEATH DIVE by Stanley Lindbergh

MASSED BANDS of the AIRBORNE REGIMENT

JACK BENTLEY (*Sunday Mirror*) and His STAR GUESTS

FINAL PRODUCTION CAR LAP TRIALS

GIGANTIC FIREWORK DISPLAY

SPEDEWORTH STOCKERETTES JUMBO ALLEN & Boo-Boo

LES (Mr. Stock Car) EATON

WAR WILL BE DECLARED at 7.15 p.m.

**Adm.—Main Stand 10/- Silver Stand 7/6 Popular Encl. 5/-
Children Half-price**

NO ADVANCE BOOKING — GATES OPEN 6.30 p.m.

News Hawk . . . ARNOLD LEROY

Good evening, goodnight, and tat ta! Yes folk we wind up the so very successful season here at Ipswich tonight. 1964 has seen some fantastic racing, several new ideas have been successfully tried out, the most noticeable being, the tie-up with the Scottish Association. Ipswich had the privilege of staging the First of the team racing between our local heroes, and the lads from over the border, next season promises us several more visits of these lads. The Production Car, lap trials, also had the honour of being first tried out on this famous, fast raceway, how popular they have proved to be. But ladies and gentlemen, the plum of the pudding has to be shelved till next season, when Mr. Stock Car, will be bringing over the lads from Germany, Holland, Belgium, Italy, and taking your favourites over there, to dice on their raceways, needless to say the lads will not only be building faster and better Stockies, they will be swatting up on their favourite foreign language during the Winter months, Roy Gladwyn (324) has a head start on most of his rivals, having the lovely Italian, SERAFINA for his wife, incidentally she is still the reigning beauty queen of this raceway! Oh yes, I have a good memory.

Who has given us the biggest thrills this season from Anglia, without hesitation I name tall lanky Derek Fiske (304) hardly a meeting goes by without him being featured in close finishes. Lady Luck smiles at him with a twisted sense of humour, at Wimbledon for both the World and earlier the British Championship, Derek was not victorious in spite of his trying oh so hard, yet in both cases after sneering at his attempts, she smiled so sweetly, allowing him to, literally walk away, with the Grand Final! If I am to predict 1965, then here and now, I say that Derek will become a holder of at least one of the Championships, he will I am sure reach the dizzyest of heights in the Stock Car World! For many the biggest thrill, came from the lad with the biggest backside, and he very nearly lost it!! At our last meeting here, Johnny Cutting (315) retired to the edge of the green and calmly lifted his bonnet, to attend to an adjustment! Another stockie, out of control just whizzed past his generously built rear end! Johnny don't be so silly in future, retire to the centre of the green. But fate did decide to intervene, for in his next race, Johnny was carried off by stretcher (it took four strong men), but I noticed him during the final laughing with his friends, just as if nothing had happened! That's Johnny, that's Stock Car Racing!

How nice to see Bob Perry (217) back with a Red Roof, he was Anglia's most consistent Star, let's hope that he will be able to keep it for at least as long as he held it last time if not longer! He is a trier all the time. Coming along the line of cars, we come to car 337, here we have the mystery man! Roy Monk has it all, the know how, experience, and the money, yet he has only once held the distinguished status of a Red Top, none come nicer than Roy, for his sake I hope that he burns his "Coffin" as he calls it, starting off fresh for 1965 with a new, and maybe, luckier stockie!

Now folk enjoy the meeting, let us hope that you will all be wanting just one more helping before settling down for the oh so long Winter, in that case, come along to Wimbledon when next Saturday Spedeworth Stage the 1964 Olde Lang Syne Meeting, every thing, every star, every celebrity will be there read the adverts, listen to the commentator, Don't Miss It!!

All for now, keep smiling, look after yourselves, see you all again here at Easter. Cheerio and a Happy New Year to you All.

SPEDEWORTH LTD.

presents

FORMULA II STOCK CAR RACING

SATURDAY, 21st NOVEMBER, 1964

Drivers engaged for this Meeting

2	Stan Ingle	Godmanchester	266	Ron Moore	Diss
9	King Baker	Colchester	271	Roger Squirrell	Ongar
13	Horace Crofts	Kings Lynn	280	Johnny Melia	Hockley
27	Pete Bishop	Kings Lynn	304	Derek Fiske	Diss
56	Pat Doyle	Ipswich	306	Nev Whittaker	Saxmundham
58	Mike Norman	Norwich	307	Norman Crowe	Westerham
66	Glen Cousins	Colchester	312	Derek Payne	Yarmouth
69	Skid Parish	Ipswich	315	Johnny Cutting	Colchester
88	Roy Scott	Sudbury	316	Pat Frost	Guildford
94	Dave Anderson	Thetford	323	BoL Hickman	Ongar
95	Jan Scott	Saltdean	324	Roy Gladwyn	Colchester
106	Dave Crittall	Crowborough	333	Martin Page	Ipswich
113	Arthur Butler	Kings Lynn	335	"Ginger" Payne	Chislehurst
138	John Powell	Sudbury	337	Roy Monk	Colchester
140	Steve Tanner	Letchworth	379	Reg Stone	Halstead
141	Eric Kinnard	Sudbury	387	Philip Squirrell	Ongar
145	Joe Cracknell	Lowestoft	396	Tony Leeder	Colchester
146	Royston Tricker	Ipswich	399	Chris Studd	Ipswich
166	Brian Last	Diss	402	Phil Lambert	Lowestoft
180	Jim Field	Reading	412	Roger Youngs	Aldershot
206	George Telfer	Chiswick	441	Nigel King	Rickmansworth
210	Eddie James	Woking	451	Richard Prior	Ipswich
217	Bob Perry	Diss	454	John Cottenham	Crowborough
219	Arthur Perry	Diss	459	Ron Ellis	Ipswich

GOD SAVE THE QUEEN

GRAND PARADE

RACE 1

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25

1st(8 pts.) 2nd.....(7 pts.) 3rd.....(6 pts.) 4th.....(5 pts.)
5th.....(4 pts.) 6th.....(3 pts.) 7th.....(2 pts.) 8th.....(1 pt.)

RACE 2

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25

1st.....(8 pts.) 2nd.....(7 pts.) 3rd.....(6 pts.) 4th.....(5 pts.)
5th.....(4 pts.) 6th.....(3 pts.) 7th.....(2 pts.) 8th.....(1 pt.)

RACE 3

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25

1st.....(8 pts.) 2nd.....(7 pts.) 3rd.....(6 pts.) 4th.....(5 pts.)
5th.....(4 pts.) 6th.....(3 pts.) 7th.....(2 pts.) 8th.....(1 pt.)

RACE 4

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25

1st.....(8 pts.) 2nd..... (7 pts.) 3rd..... (6 pts.) 4th..... (5 pts.)
 5th..... (4 pts.) 6th..... (3 pts.) 7th..... (2 pts.) 8th..... (1 pt.)

Production Cars—Lap Trials—Record :

Tonight's Times 1..... 2..... 3..... 4.....

Points Score Chart

INTERVAL

First Eight from Race 1 & 3	CAR NUMBERS TOP LINE															
Points gained from Race 1																
Points gained from Race 3																
Total Points																

First Eight from Race 2 & 4	CAR NUMBERS TOP LINE															
Points gained from Race 2																
Points gained from Race 4																
Total Points																

Transfer Top Twenty Points to Grand Final

GRAND FINAL

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20

1st.....(15 pts.) 2nd.....(12 pts.) 3rd.....(10 pts.)
 4th.....(8 pts.) 5th.....(6 pts.) 6th.....(4 pts.)

FIREWORK DISPLAY

ADMINISTRATION STAFF

Les Eaton (MR. STOCK CAR)	Racing Controller & Commentator
Mavis Eaton	Secretary
Jack Holt	Steward
Gwen Cecil	Lap Scorer
Jumbo Allen	Starting Marshal
Dick Cotterill & Brian Redhead	Scrutineer's
Roy Cecil	General Manager
Stan Ingle	Chairman, Drivers' Committee
Dave Gaye	Manager, Weymouth Stadium
Dave Hunt	Manager, Norwich, Ipswich
Frank Howlett	Press & Advertising Manager

Stock Car Racing is Dangerous; All persons attend at their own risk.
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The Directors reserve the right to, add to, and or, withdraw any car, whether published or not, concerning any race at any meeting.

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